

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Report Number: ED-24-72

Date of Report: May 29, 2024

Date of Meeting: June 3, 2024

Subject: Results of Stage 3 of the Integrated Major Transit Station Area
Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03-0263

1.0 Purpose

On September 27, 2021, City Council endorsed the Terms of Reference for an Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report (the “Terms of Reference”) for the Central Oshawa Major Transit Station Area (“M.T.S.A.”) through Report DS-21-162, which can be found at the following link: http://app.oshawa.ca/agendas/development_services/2021/09-13/report_ds-21-162.pdf.

On March 28, 2022, City Council endorsed the selection of Parsons Inc. (“Parsons”) through Report FIN-22-31 to complete the Integrated Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area (the “Integrated M.T.S.A. Study”).

On October 2, 2023, City Council endorsed the scheduling of Public Information Centre Number 3 (“P.I.C. 3”) for the Integrated M.T.S.A. Study through Report ED-23-167 dated September 6, 2023, which can be found at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=13248>.

Parsons has completed Stage 3 of the Integrated M.T.S.A. Study, including holding P.I.C. 3 on April 23, 2024. The purpose of this Report is to provide the Economic and Development Services Committee with the results of Stage 3 of the Integrated M.T.S.A. Study, including the Stage 3 public consultation results, and obtain authorization to advance to Stage 4 and hold P.I.C. 4.

Attachment 1 is a map showing the limits of the study area for the Integrated M.T.S.A. Study, based on the boundaries proposed by the Region of Durham.

Attachment 2 is a table containing the results of Stage 3 of the Integrated M.T.S.A. Study including public comments and staff responses.

Attachment 3 is a copy of the display boards from P.I.C. 3. Owing to their size, these boards are not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC3_Boards_FINAL.pdf

Attachment 4 is a copy of the presentation from P.I.C. 3. Owing to its size, this presentation is not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC3_Presentation_FINAL.pdf

Attachment 5 is a copy of the draft Land Use Intensification Review (“L.U.I.R.”) and Urban Design Guidelines. Owing to its size, this document is not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/2024-04-05_O2.Central_Oshawa_MTSA_LUIR_UDG.pdf

Attachment 6 is a copy of the Preferred Land Use Alternative.

Attachment 7 is a copy of the draft Land Use Plan.

Attachment 8 is a copy of Design Concept Number 1 for the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South.

Attachment 9 is a copy of Design Concept Number 2 for the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South.

Attachment 10 is a copy of Design Concept Number 3 for the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-24-72 dated May 29, 2024, Oshawa City Council endorse Design Concept Number 2 as the Preferred Design Concept for the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South, as generally depicted in Attachment 9 of said Report.
2. That, pursuant to Report ED-24-72 dated May 29, 2024, Oshawa City Council endorse in principle maintaining First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South as a two lane road, but direct staff to continue to investigate with Parsons the merits of a larger 30 metre road right-of-way to accommodate future transit lanes as well as expanded sidewalks and boulevards.
3. That, pursuant to Report ED-24-72 dated May 29, 2024, staff be authorized to schedule Public Information Centre Number 4 to be held in the third quarter of 2024, to be held at

Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input a final recommended Land Use Plan and Urban Design Guidelines, and a Preliminary Design for the Preferred Design Concept for the Integrated Major Transit Station Area Study.

4. That, pursuant to Report ED-24-72 dated May 29, 2024, staff be authorized to provide notice of the public consultation process for Stage 4 of the Integrated Major Transit Station Area Study as generally outlined in Subsection 5.3.1.1 of said Report.
5. That, pursuant to Report ED-24-72 dated May 29, 2024, Parsons Inc. provide a presentation to the Economic and Development Services Committee giving an update on the progress of Stage 4 of the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 4.
6. That, pursuant to Report ED-24-72 dated May 29, 2024, upon concluding the public consultation process for Stage 4 of the Integrated Major Transit Station Area Study, staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services Department
- Commissioner, Corporate and Finance Services Department

In addition, Parsons and Economic and Development Services staff consulted with other City departments, Advisory Committees to Council, key stakeholders, Indigenous Communities, and the general public through the Integrated M.T.S.A. Study process.

Parsons has also maintained a study mailing list for interested parties which has been and will continue to be used to provide notices and updates regarding the Integrated M.T.S.A. Study.

4.1 Public Consultation Process

Staff undertook a six-week public consultation process beginning on April 9, 2024 and concluding on May 17, 2024 to engage community members on the deliverables produced for Stage 3 of the Integrated M.T.S.A. Study.

Attachment 2 to this Report is a table containing the results of Stage 3 of the Integrated M.T.S.A. Study including public comments and staff responses.

The consultation process used the following methods to engage the public:

- Making a feedback form available online on Connect Oshawa (online engagement platform) and on paper at Service Oshawa and at P.I.C. 3.
- Holding a public information centre (i.e. P.I.C. 3) on April 23, 2024, between 6:00 p.m. and 8:45 p.m., offering in-person participation at Oshawa City Hall, C-Wing Committee Room or virtual participation via webstream or call-in number.

Notice of P.I.C. 3 for the Integrated M.T.S.A. Study was issued on April 9, 2024 in accordance with the approved Terms of Reference and Council direction through Report ED-23-167. P.I.C. 3 was also promoted to the community through the City's Oshawa.ca website, Connect Oshawa community engagement website and posted on public notice bulletin boards in City facilities. Other communications and promotions included e-newsletters and social media.

In total, 40 people completed the feedback form, and approximately 53 participants attended P.I.C. 3, with 37 participants attending in-person and 16 attending virtually.

Display boards for P.I.C. 3 were available for viewing by those attending in-person and were posted on Connect Oshawa for those attending virtually (see Attachment 3). A presentation by Parsons was given at P.I.C. 3, visible to both in-person and virtual participants (see Attachment 4).

City staff also attended the "Shape Oshawa" Open House, held at the Oshawa Centre on May 1, 2024 from 9:00 a.m. to 9:00 p.m., and spoke with a number of Oshawa residents and/or business owners concerning the Integrated M.T.S.A. Study. Community members who attended the open house were also given the option of completing the feedback form on paper or online, via an iPad that was made available onsite.

4.2 Advisory Committee Review

City staff provided a presentation on Stage 3 of the Integrated M.T.S.A. Study to the following Advisory Committees:

- Oshawa Accessibility Advisory Committee or "O.A.A.C." (on April 16, 2024);
- Heritage Oshawa (on April 25, 2024); and,
- Oshawa Environmental Advisory Committee or "O.E.A.C." (on May 7, 2024).

Heritage Oshawa and O.E.A.C. did not provide a motion on the presentation. O.A.A.C. made the following motion on the presentation:

"That pursuant to the presentation from Planning Services concerning the Major Transit Station Area Study for Central Oshawa:

1. That a minimum 30m road width be considered for First Avenue and McNaughton Avenue to plan for 4 lanes in the future; and,

2. That the Urban Design Guidelines support the Built form in increasing the percentage of accessible units from the 15% required by the Ontario Building Code to 20% accessible units within the Study Area.
3. That the width of the road be sufficient to incorporate active transit bicycle lanes as presented in Option 2 or 3.”

Additionally, O.A.A.C. made a subsequent motion (OAAC-24-21) in the same meeting as follows:

“That the Oshawa Accessibility Advisory Committee requests that a presentation on the built form proposals in the Major Transit Station Area in terms of model accessibility be brought to the next O.A.A.C. meeting.”

On May 6, 2024, the Economic and Development Services Committee considered Item ED-24-59 (previously OAAC-24-21) and recommended to City Council that Planning Services staff continue to make presentations to the O.A.A.C. on site plan submissions including those associated to the M.T.S.A. On May 27, 2024, City Council approved the recommendation of the Economic and Development Services Committee.

5.0 Analysis

5.1 Background

The City of Oshawa has retained Parsons to undertake the Integrated M.T.S.A. Study. The Integrated M.T.S.A. Study is centered on the future Central Oshawa GO Station site located at 500 Howard Street (the “Study Area”).

The Study Area is generally bounded by John Street and Eulalie Avenue to the north, Ritson Road South to the east, Highway 401 to the south, and the Oshawa Creek Valley to the west. The Study Area also includes certain lands east of Ritson Road South (see Attachment 1).

There are two (2) key components to the Integrated M.T.S.A. Study:

- A Master Land Use and Urban Design Plan to advance appropriate development and intensification within the M.T.S.A. Boundary, in accordance with the Ontario Planning Act; and,
- An Area Specific Transportation Master Plan (“T.M.P.”) to identify and recommend a preferred transportation option that accommodates future development. The T.M.P. will follow the Municipal Class Environmental Assessment (“M.C.E.A.”) process for Master Plans, in accordance with the Environmental Assessment Act, R.S.O. 1990, c. 1 (the “Environmental Assessment Act”).

Notice of Study Commencement for the Integrated M.T.S.A. Study was issued November 28, 2022 in accordance with the Council-approved Terms of Reference.

On January 9, 2023, Parsons provided a presentation to the Economic and Development Services Committee at their regularly scheduled meeting, for informational purposes. Topics covered included details of the P.I.C. 1, details on study progress and next steps.

Notice of P.I.C. 1 was issued on January 5, 2023 in accordance with the approved Terms of Reference and pursuant to Council's direction through Resolution ED-22-200. A second posting, in accordance with the requirements of the Environmental Assessment Act, was published on January 26, 2023. P.I.C. 1 was also communicated on the City's social media channels, website, and Connect Oshawa site.

P.I.C. 1 was held at Oshawa City Hall on February 2, 2023 from 6:00 p.m. to 8:45 p.m., with approximately 40 participants attending in-person and 30 attending virtually.

Comments received at P.I.C. 1 and through other public feedback opportunities are contained in Attachment 2 of Report ED-23-47 dated March 1, 2023.

In accordance with the approved Terms of Reference and Council direction through Report ED-23-47, on June 5, 2023 Parsons provided a presentation to the Economic and Development Services Committee at their regularly scheduled meeting, for informational purposes. Topics covered included details of the P.I.C. 2, details on the progress of the study including the development of three (3) Land Use and Transportation Alternative Solutions, and next steps.

Notice of P.I.C. 2 was issued on May 25, 2023 in accordance with the approved Terms of Reference and pursuant to Council's direction through Report ED-23-47. A second posting, in accordance with the requirements of the Environmental Assessment Act, was published on June 22, 2023. P.I.C. 2 was also communicated on the City's social media channels, website, and Connect Oshawa site.

P.I.C. 2 was held at Oshawa City Hall on June 28, 2023 from 6:00 p.m. to 8:45 p.m., with approximately 64 participants attending in-person and 12 attending virtually.

Comments received at P.I.C. 2 and through other public feedback opportunities are contained in Attachment 2 of Report ED-23-167 dated September 6, 2023.

More information concerning Stage 1 and Stage 2 of the Integrated M.T.S.A. Study is available on the study webpage at: www.Oshawa.ca/MTSASStudy.

5.2 Results of Stage 3: Alternative Design Concepts for the Preferred Solution

5.2.1 Public Information Centre Number 3

On October 2, 2023, City Council endorsed the scheduling of P.I.C. 3 for the Integrated M.T.S.A. Study through Report ED-23-167.

In accordance with the approved Terms of Reference and Council direction through Report ED-23-167, on April 8, 2024 Parsons provided a presentation to the Economic and Development Services Committee at their regularly scheduled meeting, for informational purposes. Topics covered included details of the P.I.C. 3 as well as details on the

progress of the study, including the development of three (3) Alternative Design Concepts for the First Avenue/McNaughton Avenue corridor as well as the draft L.U.I.R. and Urban Design Guidelines.

More information on P.I.C. 3 and the related public consultation process is contained within Section 4.1 of this Report.

5.2.2 Land Use

5.2.2.1 Draft Land Use Intensification Review and Urban Design Guidelines

A draft L.U.I.R., including draft Urban Design Guidelines, has been completed by Parsons (see Attachment 5). The draft L.U.I.R. gives consideration to:

- The creation of a high-quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority;
- The policies and planning criteria concerning Central Areas and Transportation Hubs within the O.O.P.; and,
- Feedback received through P.I.C. 1 and 2.

5.2.2.2 Draft Land Use Plan

Parsons has developed the Preferred Land Use Alternative (see Attachment 6) utilizing Alternative 3 from Stage 2 as the basis for the development of the preferred solution in Stage 3, as directed by City Council on October 2, 2023 through the endorsement of Report ED-23-167.

Informed by comments from Stages 1 and 2, and using the Preferred Land Use Alternative as the basis, Parsons has developed a draft Land Use Plan (see Attachment 7), which provides guidance to update the policy framework for the M.T.S.A. by:

- Defining preliminary land use designations, including uses that will be described as part of a future Official Plan Amendment;
- Having a residential and mixed-use focus – further defining the different types of mixed-use designations; and,
- Establishing growth targets, in consideration of changing development patterns and shifts in modal split over time.

5.2.3 Area Specific Transportation Master Plan

Parsons has developed a preliminary draft Area Specific T.M.P. that provides a high-level transportation assessment of the three (3) Land Use Alternatives to better understand the impacts on the transportation network. This assessment was used as part of the evaluation criteria for selecting a Preferred Land Use Alternative.

It should be noted that the development of transportation alternative solutions, as required for the M.C.E.A., was undertaken during Stage 3 of the Integrated M.T.S.A. Study for the Preferred Land Use Alternative and included:

- Future (2026, 2033, and beyond 2033) condition multimodal transportation models and evaluation criteria to determine the preferred transportation solution (a sub-area model was extracted from the Region of Durham EMME model);
- Transportation policies that support Complete Streets and Transportation Demand Management, and promote sustainable transportation;
- Parking management strategies;
- Curbside management strategies, ride-share models, micro-mobility and mobility as a service to address existing and anticipated transportation issues; and,
- Goods movement strategies and alternative trucking routes to minimize impacts on the Study Area.

Parsons will consider all input received during Stage 3 and continue to refine the Area Specific T.M.P. to a point of completion during Stage 4 of the Integrated M.T.S.A. Study.

5.2.4 Municipal Class Environmental Assessment Component

5.2.4.1 Technical Study of the First Avenue/McNaughton Avenue Corridor

The following technical studies of the First Avenue/McNaughton Avenue corridor, which are necessary to fulfill the requirements of the M.C.E.A. process, are either completed or nearing completion in draft form:

- Archaeological Assessment (Stage 1);
- Built Heritage and Cultural Landscape Report;
- Contamination Overview Study;
- Geotechnical Report;
- Hydrogeological Report;
- Natural Environment Assessment Report;
- Noise Assessment;
- Preliminary Street Lighting Designs and Photometric Analysis;
- Socio-Economic Environments;
- Stormwater Management Report; and,
- Utility Relocations Report;

Several of the above studies will require updating upon the selection of a Preferred Design Concept and the creation of a Preliminary Design for the Preferred Design Concept.

5.2.4.2 Alternative Design Concepts – First Avenue/McNaughton Avenue

Parsons undertook the examination of alternative methods of implementing the preferred solution, based upon:

- The existing conditions;
- Public and review agency input;
- Anticipated environmental effects; and,
- Methods of minimizing negative effects and maximizing positive effects.

Parsons then developed road design criteria, typical cross sections based on the road design criteria, and recommended a potential right-of-way (“R.O.W.”) width for the corridor.

This resulted in the development of three (3) alternative design concepts for the preferred solution as it relates to the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South. The design concepts can be described as follows:

- Design Concept Number 1 provides cycling lanes at grade with vehicle traffic, buffered by a painted separation zone (see Attachment 8).
- Design Concept Number 2 provides a cycling lane on both sides of the corridor, at grade with pedestrian traffic, buffered from vehicle traffic with a vegetated concrete barrier and a separation of grade (see Attachment 9).
- Design Concept Number 3 provides a two-way cycle track at grade with pedestrian traffic, buffered from vehicle traffic with a vegetated concrete barrier and a separation of grade (see Attachment 10).

In keeping with their previous analysis and findings of the Study team, a two-lane roadway design within a 26 metre R.O.W. was advanced by Parsons for the First Avenue/McNaughton corridor, and all three (3) design concepts are shown based on that width. However, both Parsons and City staff agree that there is a need for continued work to assess whether a two-lane roadway within a 26 metre R.O.W. will be sufficient, or whether a 30 metre R.O.W. will be necessary, for the following key reasons:

1. In these circumstances it is most appropriate to exercise a high degree of caution in selecting a R.O.W. width, given it is significantly more difficult to expand a R.O.W. in the future.
2. The Region of Durham continues to advance the study of the Simcoe Street Rapid Transit Corridor, and has provided comments to City staff indicating that it is possible (but not confirmed) that First Avenue could be used to connect Simcoe Street South to the Central Oshawa GO Station site at 500 Howard Street, with the GO Station serving as the southern anchor of the proposed transit corridor.
3. The Central Oshawa GO Station, serving as a transit hub for both rail service and regional transit, could also result in the GO Station being a hub for local bus service. D.R.T. has indicated it is feasible that the bus service levels delivered by the Durham

Scarborough Bus Rapid Transit (“D.S.B.R.T.”) could extend into the GO Station using Ritson Road South and McNaughton Avenue.

4. In consideration of Items 2 and 3 above, transit-only lanes may be determined to be appropriate for inclusion within the First Avenue/McNaughton Avenue corridor to both avoid conflict with regular vehicle traffic as well as ensure efficient and reliable transit service to the Central Oshawa GO Station. A 26 metre R.O.W. could not accommodate 4 travel lanes (i.e. 2 vehicle, 2 transit-only) without significantly compromising the adjacent public realm.
5. In the event transit-only lanes are not required, a wider R.O.W. still provides greater benefit given it would provide space for wider sidewalks and boulevards, features which improve safety, walkability, and create a sense of place as an urban corridor which would be flanked by significant development activity.

In view of the foregoing, staff recommend that City Council endorse in principle a design which features the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South remaining as a two-lane road, while directing staff to continue to investigate with Parsons the potential need for a wider 30 metre R.O.W. to accommodate potential future transit lanes as well as expanded sidewalks and boulevards.

5.3 Next Steps

5.3.1 Stage 4: Finalize Study

Parsons has completed Stage 3 of the Integrated M.T.S.A. Study. It is now appropriate to advance Stage 4 of the Integrated M.T.S.A. Study as outlined in the Terms of Reference, which includes holding a fourth Public Information Centre (“P.I.C. 4”).

5.3.1.1 Public Information Centre Number 4

Staff recommend that P.I.C. 4 be scheduled to be held in the third quarter of 2024 in order to advance the study process in a timely manner. Staff will provide notice of P.I.C. 4 for the Integrated M.T.S.A. Study in accordance with the City’s Public Notice Policy GOV-23-02, and generally as follows:

- Providing notice on the City’s website twice – two (2) weeks and one (1) week in advance of the meeting – in accordance with the requirements of the Environmental Assessment Act;
- Mailing notice to all property owners in the Integrated M.T.S.A. Study Area boundary and all property owners within 120 metres (400 ft.) of the Integrated M.T.S.A. Study Area boundary a minimum of two (2) weeks in advance of the meeting;
- Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated M.T.S.A. Study Area mailing list a minimum of two (2) weeks in advance of the meeting; and,
- Posting on the City’s Corporate website and Connect Oshawa.

5.3.1.2 Presentation by Parsons Inc. to the Economic and Development Services Committee

Parsons will provide an update on the progress of Stage 4 of the Integrated M.T.S.A. Study to the Economic and Development Services Committee prior to the holding of P.I.C. 4.

5.3.1.3 Stage 4 Deliverables

As per the approved Terms of Reference, activities and tasks that will be undertaken by Parsons as part of Stage 4 generally include developing the following:

- A phasing and staging plan to direct the overall development of the Study Area;
- A fiscal impact analysis and life cycle cost comparison for all infrastructure including, but not necessarily limited to, parks, roads, and stormwater management facilities/devices for the preferred solution as per O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure; and,
- For the Preferred Design Concept:
 - A preliminary quantities and construction cost estimate;
 - A draft property impact report and property plans; and,
 - A Draft Environmental Study Report (“E.S.R.”) and Preliminary Design Package.

Additionally, Parsons will finalize the following during Stage 4:

- All technical reports required by the M.C.E.A.;
- The L.U.I.R. and Urban Design Guidelines;
- The E.S.R.; and,
- All preliminary design drawings (30% Detailed Design) as per the City of Oshawa Engineering Design Standards and Criteria.

5.3.2 Tasks to be Completed Following Stage 4

Activities and tasks that will be undertaken by Parsons following the completion of Stage 4 include the following:

- Preparing and issuing a Notice of Study Completion;
- Filing an E.S.R. with the Ministry of the Environment, Conservation and Parks to be posted for 30 days for public review;
- Addressing and resolving all inquiries and public comments concerning the E.S.R.;
- Providing the final construction cost estimate and cost analysis; and,

- Completing and submitting a Property Request Package to be finalized and approved by the City at the date of filing the E.S.R.

6.0 Financial Implications

Anticipated costs to the City as a result of the staff recommendation under Section 2.0 of this Report relate mainly to communicating the P.I.C. 4, which can be accommodated within the appropriate Departmental budget.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, Environmental Responsibility, Social Equality and Cultural Vitality goals of the 2020-2023 Oshawa Strategic Plan.



Greg Hardy, P.Eng., PMP, Director
Engineering Services



Tom Goodeve, M.Sc.PI., MCIP, RPP, Director,
Planning Services



Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Subject: Results of Stage 3 of the Integrated Major Transit Station Area Study for Central Oshawa

Ward: Wards 4 and 5

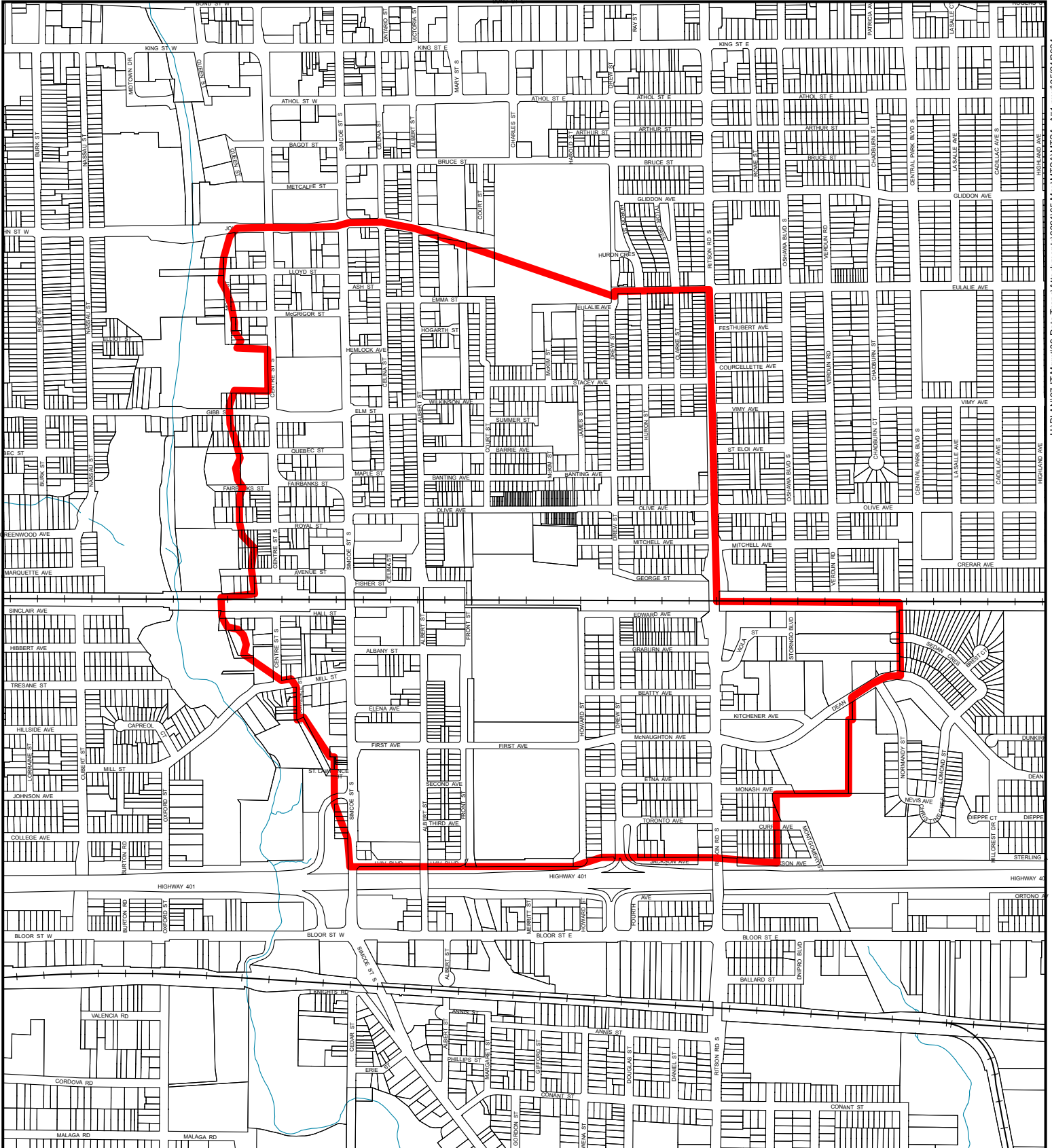
File: 12-03-0263

Item: ED-24-72
Attachment 1



 Integrated MTSA Study Area Boundary

City of Oshawa
Economic and Development Services



Results of Stage 3 of the Integrated Major Transit Area Study for Central Oshawa: Public Comment and Staff Response Chart

Subject	Comment	Response
Study Area	An inquiry was made concerning how the Study Area was defined and how density targets were identified.	<p>Staff note that the Study Area for the Integrated Major Transit Station Area Study for Central Oshawa (hereafter referred to as the “Integrated M.T.S.A. Study”) is identical to the area proposed by the Region of Durham for a “Protected Major Transit Station Area” (“P.M.T.S.A.”) for Central Oshawa, focused on the planned Central Oshawa GO Station. The Region of Durham has submitted this P.M.T.S.A. for Provincial approval, together with other P.M.T.S.A.s in other lakeshore municipalities, pursuant to Regional Council’s adoption of Regional Official Plan Amendment 186.</p> <p>A density target of 150 people and jobs per hectare is identified by the Province in the Growth Plan for the Greater Golden Horseshoe for Transit Station Areas. It is also identified by the Region of Durham in Regional Official Plan Amendment Number 186 as the target for the Central Oshawa P.M.T.S.A.</p>

Subject	Comment	Response
Density	<p>Numerous comments were received in support of increased residential density to meet growing demand for housing.</p> <p>There was also strong support for mid-to-high-density development near the proposed Central Oshawa GO Station and along key corridors, and for the best utilization of transit and active transportation infrastructure.</p>	<p>Noted. It is anticipated that the Integrated M.T.S.A. Study will offer recommendations to increase the number of new residential units within the Study Area (potentially in the order of 10,000 to 15,000 new units), at a variety of different densities and types of built form.</p> <p>Staff note that Provincial, Regional, and local-level policies in the Oshawa Official Plan all support the location of intensified forms of housing adjacent to transit stations. The overarching goal of the Integrated M.T.S.A. Study is to support and guide the intensification of uses adjacent to the proposed Central Oshawa GO Station on the proposed Bowmanville GO Rail Extension.</p> <p>In Stage 3 of the Integrated M.T.S.A. Study, Parsons Inc. (“Parsons”) determined Land Use Alternative 3 or “Bridging to Downtown” (see Attachment 6) as the preferred land use alternative. This alternative provides the highest density and most jobs and units of the three (3) Land Use Alternatives identified in Stage 2 of the Study, with a projected total of 25,000 homes, 51,000 residents, and 8,500 jobs, and a projected density of 350 People and Jobs per hectare.</p>
Density	<p>An inquiry was made concerning how the Draft Land Use Plan and draft Land Use Intensification Review and Urban Design Guidelines were created.</p>	<p>The Preferred Land Use Alternative was used to develop the draft Land Use Intensification Review (“L.U.I.R.”) and Urban Design Guidelines and the draft Land Use Plan (see Attachments 5 and 7, respectively). These documents provide for the creation of a high-quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority. They provide guidance to update the policy framework for the M.T.S.A. by:</p> <ul style="list-style-type: none"> ▪ Defining preliminary land use designations, including uses that will be described as part of a future Official Plan Amendment; ▪ Having a residential and mixed-use focus – further defining the different types of mixed-use designations; and, ▪ Establishing growth targets, in consideration of changing development patterns and revised modal split over time.

Subject	Comment	Response
Density	An inquiry was made concerning why “People & Jobs per Hectare” was used as metric given its scarce use in other locations (such as within the Oshawa Official Plan).	<p>150 people and jobs per hectare is identified by the Province in the Growth Plan for the Greater Golden Horseshoe as the density target for Transit Station Areas. It is also identified by the Region of Durham in Regional Official Plan Amendment Number 186 as the target for the Central Oshawa P.M.T.S.A.</p> <p>Consequently, while at a municipal level it is expected that “Units per Hectare” will continue to be used in local planning documents as a metric for density, “People & Jobs per Hectare” is the metric used by the Province and must be used in order to evaluate and compare the L.U.I.R. and draft Land Use Plan to the Provincial/Regional density targets.</p>
Respect for the Surrounding Context	A preference was expressed for a context-sensitive and balanced distribution of density with suitable transitions to mitigate impacts to the existing neighbourhood and retain local character.	Parsons has made recommendations with respect to built form and different housing typologies and permissions within the draft L.U.I.R. and Urban Design Guidelines (see Attachment 5). The inclusion of gentler forms of density is a key consideration in these documents. Parsons will consider all public feedback and stakeholder comments as they form their Study Area-specific recommendations on built form and zoning permissions.

Subject	Comment	Response
Downtown Oshawa	Multiple comments were received favouring a continuous connection of the M.T.S.A. with Downtown Oshawa. Commenters indicated they wanted to maximize the economic and development potential of Central Oshawa and Downtown Oshawa to revitalize the combined area.	<p>Noted. As part of Stage 1 of the Study, a commercial market analysis was conducted for the Downtown Main Central Area in Oshawa to see what could be supported in terms of retail, office, and employment. The Downtown Main Central Area generally includes the Study Area, the Downtown Oshawa Urban Growth Centre, and the area immediately surrounding the Oshawa Centre. It also includes lands along King Street East and Bond Street East between the Downtown Oshawa Urban Growth Centre and the Oshawa Centre.</p> <p>The results of this analysis showed that the Downtown Main Central Area can support a mix of job types including retail and professional services, and that the Downtown Oshawa Urban Growth Centre should continue to serve as a central location for the highest order employment, retail and office uses. The Central Oshawa P.M.T.S.A. should continue to serve in an ancillary role to the Downtown Oshawa Urban Growth Centre, providing a variety of services but at a lesser scale.</p> <p>In Stage 3 of the Study, Parsons determined that of the three (3) Land Use Alternatives identified in Stage 2 of the Study, the preferred alternative was Land Use Alternative 3 or “Bridging to Downtown” (see Attachment 6), which provided the highest density and most jobs and residential units. “Bridging to Downtown” is focused on creating a seamless redevelopment linkage between the Central Oshawa GO Station and the Downtown Oshawa Urban Growth Centre. It will create a distinct transformation of the Central Oshawa P.M.T.S.A. and surrounding context.</p>

Subject	Comment	Response
Albert Street Bridge	Inquiries were made as to whether a decision has been made regarding the removal of the Albert Street bridge.	<p>While no formal public announcement has been made on this matter, it has been communicated by Metrolinx that, in order to accommodate the proposed Lakeshore East GO Rail Extension to Bowmanville, the Albert Street Bridge must be completely removed.</p> <p>The Integrated M.T.S.A. Study has investigated the need for this connection and the implications of its removal. While not currently considered a critically necessary vehicle linkage in the Study Area, in the future a crossing in this location could assist to address capacity issues on Simcoe Street South and Ritson Road South. North-south connectivity through the Study Area (for both vehicle travel and active transportation) has been identified as a significant concern by both the public and key stakeholders, in all Stages of the Study to date.</p> <p>Parsons has recommended that the replacement of the Albert Street Bridge be classified as “deferred”, identifying that while there is not a current need for its replacement, there may be one in the future and it should be studied by the City at a later date as the surrounding area redevelops.</p>
Safety and Security	Inquiries were made as to whether the Integrated M.T.S.A. Study will address safety and security concerns in the Study Area.	<p>The Project Team is unable to address personal safety/crime in the Study Area as that is outside the scope of the Integrated M.T.S.A. Study and under the jurisdiction of Durham Regional Police Services.</p> <p>Safety related to vulnerable road users has been reviewed as part of the draft L.U.I.R. and Urban Design Guidelines and in the design concepts for First Avenue/McNaughton Avenue. Street design plays a significant role in ensuring safety for all users, which is why road design criteria have been developed and used in the development of the three (3) design concepts for First Avenue/McNaughton Avenue (see Attachments 8, 9 and 10). Additionally, an increase in the M.T.S.A.’s population/unit density will result in an increase in “passive surveillance” – more eyes will be on the street.</p>

Subject	Comment	Response
Multimodal Transportation Options	<p>A number of comments were made in support of the provision of a variety of multimodal options, such as:</p> <ul style="list-style-type: none"> ▪ The need for a safer and better integrated multimodal transportation network that offers a variety of mode choices; ▪ Prioritization of pedestrians and cyclists through the expansion and enhancement of active transportation infrastructure; ▪ The creation of north and south active transportation corridors; ▪ The need to ensure that active transportation infrastructure extends beyond the Study Area and allows for travel between Study Area and other areas of the City, including within the Oshawa Creek Valley; and, ▪ The need to ensure bike lanes are located in safe areas for travel, and are designed to ensure user safety. 	<p>The Integrated M.T.S.A. Study will offer recommendations for adding active transportation routes and infrastructure within the Study Area, including cycling infrastructure. Staff note that Provincial, Regional, and local level policies in the Oshawa Official Plan all support locating active transportation infrastructure within transit station areas.</p> <p>One of the Study’s Guiding Principles is to “Integrate Travel Equity, Choice, and Safety.” The vision for the Integrated M.T.S.A. Study includes “An industry leading, sustainable and context sensitive built form supported by a comprehensive and accessible multi-modal transportation system.” This vision and this Guiding Principle rely upon the delivery of a strong active transportation network in the Study Area and surrounding area.</p> <p>Parsons is looking at multimodal opportunities for the entire transportation network in the Study Area and surrounding area including bike lanes, multi-use paths, sidewalks, transit, and roads needed to support the development of the Central Oshawa P.M.T.S.A. A core purpose of the Integrated M.T.S.A. Study is to reduce the dependency on single use automobiles. The Project Team is looking into a comprehensive solution rather than a solution for one aspect of the transportation network.</p> <p>It should be noted that the Integrated M.T.S.A. Study is being completed by Parsons solely on behalf of the City of Oshawa, not the Region of Durham, D.R.T., or Metrolinx. Consequently, the City is unable to unilaterally make changes to transit service levels or networks.</p> <p>However, City staff have and will continue to make every effort to communicate all concerns with transit providers at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which are typically attended by all three (3) external parties listed above.</p>

Subject	Comment	Response
Multimodal Transportation Options	There was strong support evidenced in the comments received to reduce automobile dependency and the prevalence of surface parking lots.	<p>Noted. One of the Guiding Principles for the Integrated M.T.S.A. Study is to “Integrate Travel Equity, Choice, and Safety.” The vision includes that “Auto-dependency will be reduced by offering a variety of multi-modal options”.</p> <p>The Integrated M.T.S.A. Study will make recommendations aimed at reducing auto-dependency within the Study Area. These will include recommended improvements to infrastructure, as well as the implementation of policies to guide development and redevelopment that is walkable, human-scale and supported by active transportation networks and local and regional transit.</p>
Transit Connectivity	<p>Concerns were raised with respect to how existing transit would integrate with the future Central Oshawa GO Station.</p> <p>Questions were asked if the Integrated M.T.S.A. Study will incorporate the Region of Durham’s plans for Simcoe Street Rapid Transit.</p>	<p>Noted. The City is neither responsible for nor has jurisdiction over the GO Rail service or ancillary transit service connections to the future Central Oshawa GO Station. As a result, staff’s ability to influence the usage and connectivity of this station is limited.</p> <p>However, City staff will make every effort to communicate all comments concerning the Central Oshawa GO Station to Metrolinx at every opportunity available, including during stakeholder and T.A.C. discussions, which Metrolinx attends.</p> <p>The Project Team for the Integrated M.T.S.A. Study is looking at how to support the planned investment in rapid transit on Simcoe Street, and is working with the Project Team at the Region of Durham to understand what is needed for both projects.</p> <p>In Stage 3 of the Integrated M.T.S.A. Study, Parsons determined that the preferred alternative for land use was Land Use Alternative 3 or “Bridging to Downtown” (see Attachment 6), which provided the highest density and most jobs and residential units of the three (3) Land Use Alternatives identified in Stage 2 of the Study. “Bridging to Downtown” focused on creating a seamless redevelopment linkage between the Central Oshawa GO Station and the Downtown Oshawa Urban Growth Centre, which, through the Simcoe Street Rapid Transit investment connecting with the GO Station, would maximize high density opportunities against transit investment.</p>

Subject	Comment	Response
Parks and Green Spaces	Concerns were raised with respect to how the proposed increase in density would be balanced with an increase in parks and green space.	<p data-bbox="993 175 1948 321">Noted. The Integrated M.T.S.A. Study will offer recommendations for adding parks and open space to the Study Area, as well as evaluate the supply and distribution of existing parks and open space in the Study Area and adjacent neighbourhoods.</p> <p data-bbox="993 337 1948 483">The Land Use Analysis and Sustainable Development Analysis within the Existing Conditions Report for the Integrated M.T.S.A. Study concluded that parks and open space are lacking within the Study Area.</p> <p data-bbox="993 500 1948 711">The Integrated M.T.S.A. Study will make appropriate recommendations for future parkland acquisition, improvements to existing park space, and the addition of trails and multi-use paths and other recreational areas. Additionally, staff are advancing design work to allow for the redevelopment and expansion of Elena Parkette.</p> <p data-bbox="993 727 1948 873">As part of the planning process in reviewing development applications, the City will review opportunities to secure additional parkland. Different development proposals will have differing abilities to provide parkland depending on their size and density.</p> <p data-bbox="993 889 1948 1068">The L.U.I.R. and Urban Design Guidelines provide guidance with respect to boulevards and street trees. The Urban Design Guidelines will be used to evaluate future development applications and determine the appropriate provision of boulevard trees and other greenery/landscaping.</p>

Subject	Comment	Response
Stormwater Management	Concerns were raised with respect to how the increase in density in the Study Area would be matched with the appropriate mitigation of stormwater impacts from development.	<p>Parsons is currently undertaking a Stormwater Management Report (“S.W.M. Report”) for the First Avenue/McNaughton corridor, as required by the Municipal Class Environmental Assessment (“M.C.E.A.”) process in accordance with the Environmental Assessment Act. Once preliminary designs for the corridor have been finalized, the S.W.M. Report will be updated to include a preliminary impact assessment and mitigation recommendations, where appropriate.</p> <p>In addition, the Central Lake Ontario Conservation Authority (“C.L.O.C.A.”) is a stakeholder in the Integrated M.T.S.A. Study and is being consulted. The City also ensures that when new developments are proposed, C.L.O.C.A. is given an opportunity to provide comments. This allows C.L.O.C.A. staff to be aware of all major development proposals in order that they can plan accordingly with respect to recommending new infrastructure/changes to existing infrastructure.</p> <p>Once the S.W.M. Report is complete, Parsons will circulate it to C.L.O.C.A. and ensure that appropriate measures to mitigate stormwater impacts are recommended. The City and/or C.L.O.C.A. would undertake any additional study of the Integrated M.T.S.A. Study Area where it is recommended through the S.W.M. Report.</p>

Subject	Comment	Response
Street Trees and Landscaping	Inquiries were made as to whether the design for the First Avenue/McNaughton Avenue corridor would include street trees on boulevards and/or adequate landscaping/buffer areas.	<p>The use of wide landscaped boulevards and street trees has been reviewed as part of the L.U.I.R. and Urban Design Guidelines and in the preparation of design concepts for the First Avenue/McNaughton Avenue corridor. The Urban Design Guidelines provide guidance with respect to boulevards and street trees, and will be used to evaluate future development applications and determine the appropriate provision of boulevard trees and other greenery/landscaping.</p> <p>Road design criteria have been developed and used in the preparation of three (3) design concepts for the First Avenue/McNaughton Avenue corridor (see Attachments 8, 9 and 10). The three (3) design concepts all offer space for street trees, and provide varying degrees of landscaping/buffer areas between users. Staff's recommended design concept, Design Concept Number 2 (Attachment 9), provides a 1.5 metre wide buffer between vehicle lanes and cycling lanes to improve safety between users and reduce cyclist/automobile conflicts.</p>

Subject	Comment	Response
Noise and Vibration Impacts	Concerns were raised with respect to the impact the Lakeshore East GO Rail Extension to Bowmanville would have on surrounding communities, including with respect to noise and vibration impacts.	<p>Staff note that Metrolinx has completed an addendum to the 2011 Environmental Assessment for the Bowmanville Extension, which, among other matters, addresses noise and vibration impacts along the Canadian Pacific Kansas City (“C.P.K.C.”) Rail corridor, which is the route the GO Rail service will travel through the Study Area.</p> <p>Given that matters relating to noise and vibration were wholly considered as part of Metrolinx’s 2011 Environmental Assessment, and further studied and updated in the Environmental Assessment Addendum, the objective of the Integrated M.T.S.A. Study is not specifically to make recommendations on noise and vibration impacts along the C.P.K.C. Rail corridor.</p> <p>However, the Integrated M.T.S.A. Study will make recommendations on noise and vibration through the Area-specific Transportation Master Plan. The Area-specific Transportation Master Plan would identify and recommend a preferred transportation option that accommodates future development. It will follow the M.C.E.A. process for Master Plans, in accordance with the Environmental Assessment Act.</p>

Subject	Comment	Response
Built Cultural Heritage Value or Interest	<p>Comments were made in support of the protection of built cultural heritage resources in the Study Area, including the protection of the former “Ritson Public School” at 300 Ritson Road South.</p>	<p>Noted. Parsons will be making recommendations with respect to the preservation of resources of cultural heritage value or interest in Stage 4 of the Integrated M.T.S.A. Study, once impacts on those properties have been identified through the Area-specific Transportation Master Plan.</p> <p>The draft Land Use Plan shows the potential of what could be developed, and does not presume the destruction of existing built heritage resources and surrounding context. The Integrated M.T.S.A. Study intends to recommend the protection of cultural heritage resources, as well as to mitigate the impact of new developments on existing neighbourhoods.</p> <p>In addition, Parsons hired ASI, a qualified heritage consultant, to complete both a Stage 1 Archaeological Report and Cultural Heritage Report for the First Avenue/McNaughton corridor, as required by the M.C.E.A. process in accordance with the Environmental Assessment Act. Once preliminary designs for the corridor have been finalized, the Cultural Heritage Report will be updated to include a preliminary impact assessment and mitigation recommendations, where appropriate. Both reports are available in draft under “Study Documents - Stage 3” at the following link: www.oshawa.ca/MTSASStudy.</p>
Traffic Movement and the Number of Vehicle/Transit/Turning Lanes	<p>Several comments were made with respect to traffic movement through the Integrated M.T.S.A. Study Area and to/from the proposed Central Oshawa GO Station.</p> <p>Many comments were made in support of Design Concept Number 2 for the First Avenue/McNaughton corridor and in support of the corridor remaining a two lane road, with more space for cyclists, pedestrians and other vulnerable road users. Many comments were made with</p>	<p>Parsons undertook an examination of alternative methods of implementing the preferred transportation solution, based upon the existing conditions, public and review agency input, anticipated environmental effects, and methods of minimizing negative effects and maximizing positive effects.</p> <p>Parsons then developed road design criteria and typical cross sections based on the road design criteria, and recommended a potential right-of-way (“R.O.W.”) width for the corridor. This resulted in the development of three (3) alternative design concepts for the preferred solution as it relates to First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South.</p>

Subject	Comment	Response
	<p>respect to ensuring adequate access for local and Regional transit connections to the GO Station, and in support of transit-only travel lanes.</p> <p>Some comments instead supported a 4 lane option. Others preferred a 2 lane corridor but expressed concern that adequate turning lanes would not be provided.</p>	<p>Parsons has advanced a two-lane roadway design within a 26 metre R.O.W. for the First Avenue/McNaughton corridor, and all three (3) design concepts are shown based on that width, with turning lanes in appropriate locations (see Attachments 8, 9 and 10). However, both Parsons and City staff agree that there is a need for continued work to assess whether a two-lane roadway within a 26 metre R.O.W. will be sufficient, or whether a 30 metre R.O.W. will be necessary.</p> <p>The Region of Durham continues to advance the study of the Simcoe Street Rapid Transit Corridor, and has provided comments to City staff indicating that it is possible (but not confirmed) that First Avenue could be used to connect Simcoe Street South to the Central Oshawa GO Station site at 500 Howard Street, with the GO Station serving as the southern anchor of the proposed transit corridor. Having the Central Oshawa GO Station serve as a transit hub for both rail service and regional transit could also result in it being a hub for local bus service – D.R.T. has indicated it is feasible that the bus service levels delivered by the Durham Scarborough Bus Rapid Transit (“D.S.B.R.T.”) could extend into the Central Oshawa GO Station using Ritson Road South and McNaughton Avenue.</p> <p>Given the above, transit-only lanes may be appropriate for inclusion within the First Avenue/McNaughton Avenue corridor to both avoid conflict with vehicle traffic as well as ensure efficient and reliable transit service to the Central Oshawa GO Station. A 26 metre R.O.W. could not accommodate 4 travel lanes (i.e. 2 vehicle, 2 transit-only) without significantly compromising the adjacent public realm.</p> <p>Accordingly, staff recommend that City Council endorse in principle First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South remaining a two-lane road, but direct staff to continue to investigate with Parsons the potential need for a larger 30 metre R.O.W. to accommodate potential future transit-only lanes as well as expanded sidewalks and boulevards.</p>

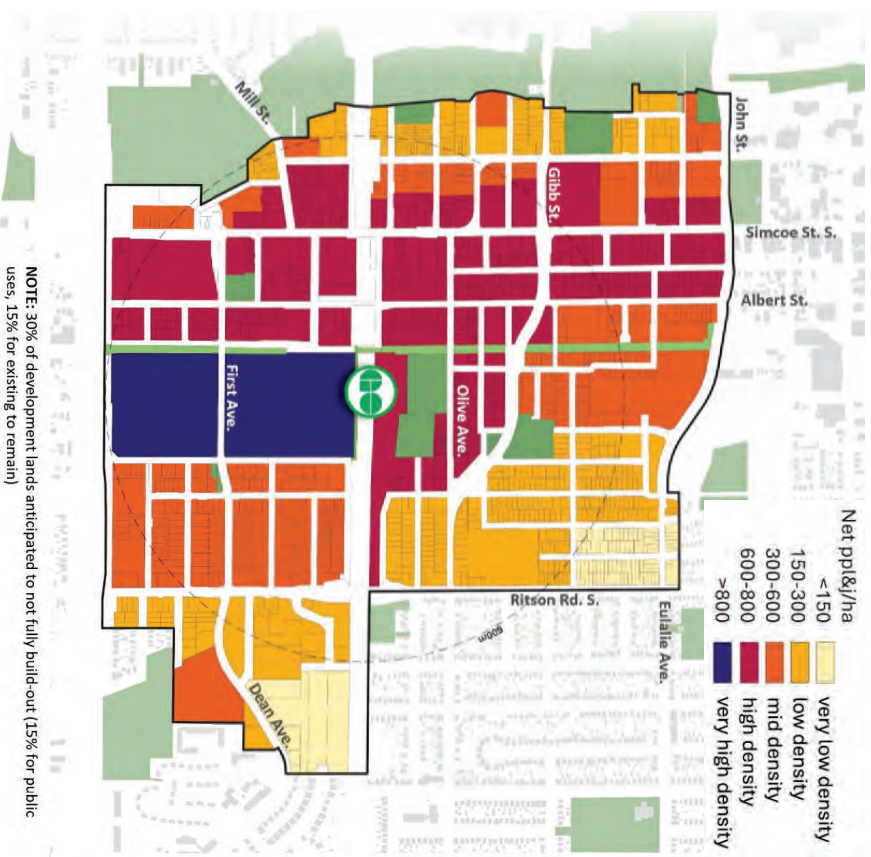
Subject	Comment	Response
Development of the Central Oshawa GO Station	<p>Several comments were made concerning the Central Oshawa GO Station and the lands at 500 Howard Street with respect to:</p> <ul style="list-style-type: none"> ▪ On-site parking (both in support of additional parking, and in support of minimal parking); ▪ Redevelopment of the site; and, ▪ Integration of the former Ontario Malleable Iron Building façade along Front Street. 	<p>The Integrated M.T.S.A. Study is being completed by Parsons solely on behalf of the City of Oshawa, not Metrolinx. Consequently, the City is unable to unilaterally make changes concerning the Central Oshawa GO Station and the lands at 500 Howard Street, which are currently owned by Metrolinx.</p> <p>However, City staff have made, and will continue to make every effort to communicate all comments concerning 500 Howard Street and the Central Oshawa GO Station to Metrolinx at every opportunity available, including during stakeholder and T.A.C. discussions, which Metrolinx attends.</p> <p>City staff continue to support the integration of the former Ontario Malleable Iron Building façade into the eventual redevelopment of the station site.</p>
Education	<p>Comments were submitted expressing concern with the increase in school-age population in the Study Area and surrounding neighbourhoods, and the existing and future capacities for educational facilities.</p>	<p>The Project Team cannot speak on behalf of the school boards regarding closing schools or building new schools, as they are an entity separate from the City of Oshawa.</p> <p>Notwithstanding the above, the local school boards are stakeholders in the Integrated M.T.S.A. Study and are being consulted. As well, the City ensures that when new developments are proposed, the local school boards are given an opportunity to provide comments. This also allows them to be aware of all major proposals in order that they can plan accordingly with respect to adding capacity and/or planning new schools.</p> <p>Additionally, Economic and Development Services staff are investigating with the applicant for the proposed development at 144 and 155 First Avenue the possibility of including community uses such as schools, daycares, community centres and libraries as part of a mixed-use building within their proposal.</p>

Subject	Comment	Response
Timing	<p>Comments were made that, recently, most development and investment in Oshawa has been concentrated in other areas of the City, whereas Central Oshawa has not received significant investments in 30-50 years. There is a desire to understand why investment would come to Central Oshawa now, when it hasn't come previously.</p>	<p>A key deliverable of the Integrated M.T.S.A. Study will be recommendations for amendments to the City of Oshawa Official Plan and Zoning By-law 60-94. The implementation of these amendments will streamline development approvals to allow the area to redevelop at a faster pace.</p> <p>Notwithstanding the above, it is important to note that the Integrated M.T.S.A. Study Area is an existing urban area, with existing neighbourhoods and businesses, an existing transportation network, and existing services and utilities. Greenfield areas, such as in north Oshawa, possess a simpler and faster path to redevelopment. It is expected that the Study Area would redevelop over the course of the next 50 years, and it would not be a fast-paced wholesale change as might be seen in greenfield areas.</p> <p>However, it is important to note that the delivery of the new Central Oshawa GO Station is anticipated to serve as a strong catalyst for redevelopment with the Integrated M.T.S.A. Study Area. Additionally, the City of Oshawa, and the Greater Toronto Area as a whole, have seen a significant market shift recently in favour of medium and high density housing, and infill in existing neighbourhoods. The Central Oshawa P.M.T.S.A. has been targeted by local, Regional, and Provincial authorities as a designated location to accommodate this demand for infill in the form of medium and high density redevelopment.</p>

Subject	Comment	Response
Development Permissions, Timing	<p>Inquiries were made as to whether there was a timeline as to when amendments to the Oshawa Official Plan and Zoning By-law 60-94 would be approved, once the Integrated M.T.S.A. Study has concluded.</p>	<p>The final report for the Integrated M.T.S.A. is anticipated to be presented to City Council in Fall/Winter 2024. Following approval by City Council, City Staff would implement the Study recommendations, including potential amendments to the Oshawa Official Plan and Zoning By-law 60-94.</p> <p>Depending on the recommendations of the Integrated M.T.S.A. Study, a number of different public consultations and Environmental Assessment processes could follow. The timing of implementing the recommendations is highly dependant on the content of the recommendations – certain recommendations will have short turnarounds (i.e. 6-12 months), whereas others will come to fruition over a number of years.</p>
Requests for Additional Density	<p>The Project Team received several site specific requests for additional density to be designated in future land use alternatives.</p> <p>These requests generally supported additional density:</p> <ul style="list-style-type: none"> ▪ Along Simcoe Street South, south of the C.P.K.C. Rail corridor; ▪ East of Ritson Road South, north of Dean Avenue; ▪ West of Ritson Road South, north of Olive Avenue; and, ▪ South and west of the Central Oshawa GO Station (500 Howard Street). 	<p>Noted. Requests for additional density will be considered as the Integrated M.T.S.A. Study advances, and will be evaluated as to their appropriateness in the context of the overall study.</p> <p>Staff note that the draft Land Use Plan forecasts an increase in density along Ritson Road South above that which is currently permissible under the Oshawa Official Plan and Zoning By-law 60-94. Therefore, although Ritson Road South is not the highest level of focus for density in the Integrated M.T.S.A. Study Area, it will still see a significant increase in density as a result of this Integrated M.T.S.A. Study.</p> <p>Simcoe Street South is more favourable for density in part due to the Region of Durham’s planned investment of rapid transit. Ritson Road South is currently not planned to be serviced by rapid transit, which limits its ability to accommodate the highest level of density in the Integrated M.T.S.A. Study Area.</p>

PREFERRED LAND USE ALTERNATIVE

- Proposed Density: 425 people & jobs per hectare
- Creates a continuous high-density corridor between Highway 401 and Downtown, generally bound by Centre St. S. and the Michael Starr Trail.
- Density is focused on access to amenities to create vibrant streets.
- Addresses open space targets through traditional and emerging park spaces.
- Interfaces with land uses adjacent to the M.T.S.A. allowing for a variety of redevelopment opportunities to attract market investment.
- Anticipated more lands will be impacted by redevelopment due to expanded density and built form requirements.



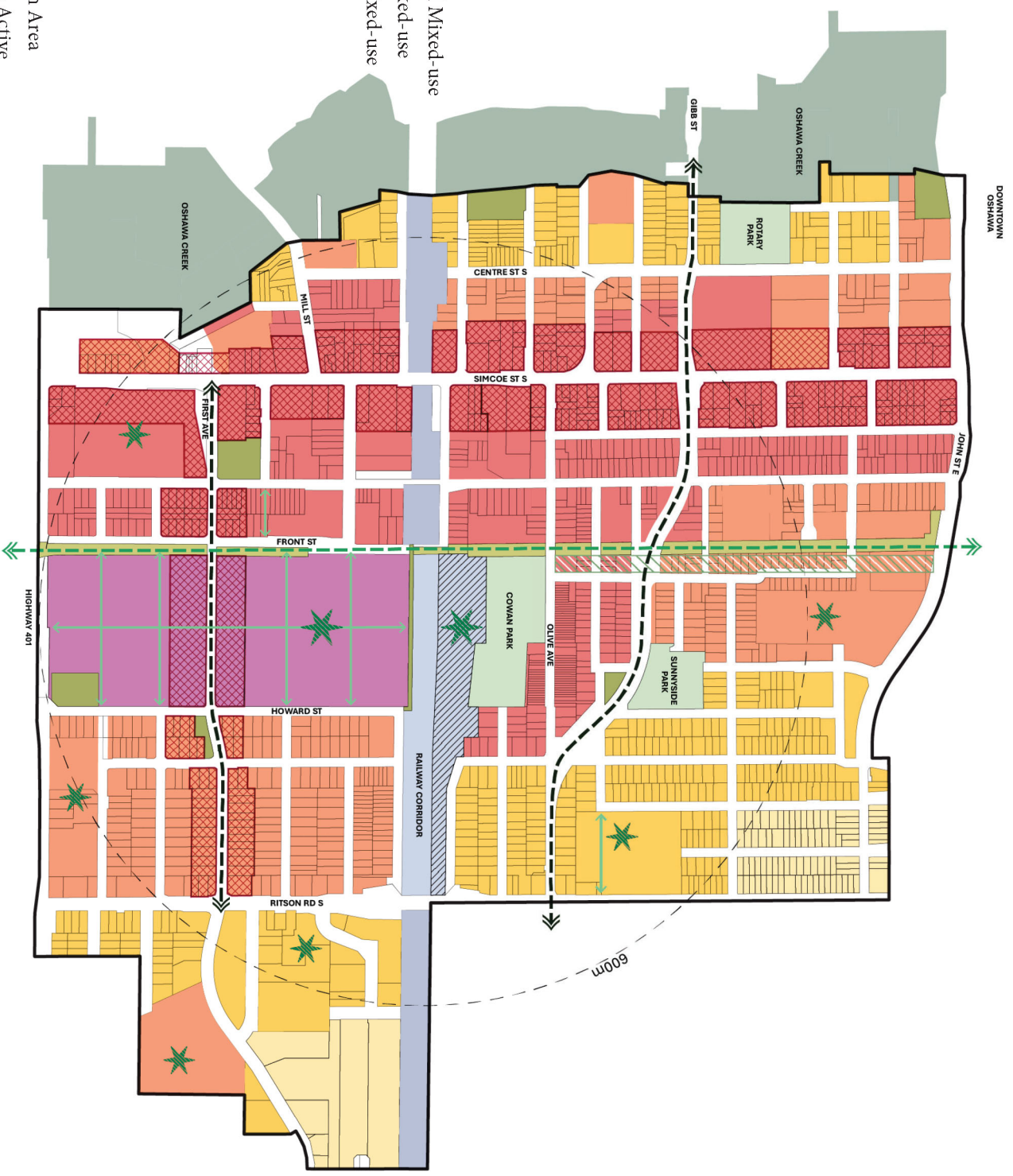
LAND USE PLAN

The Land Use Plan provides guidance to update the policy framework for the M.T.S.A.

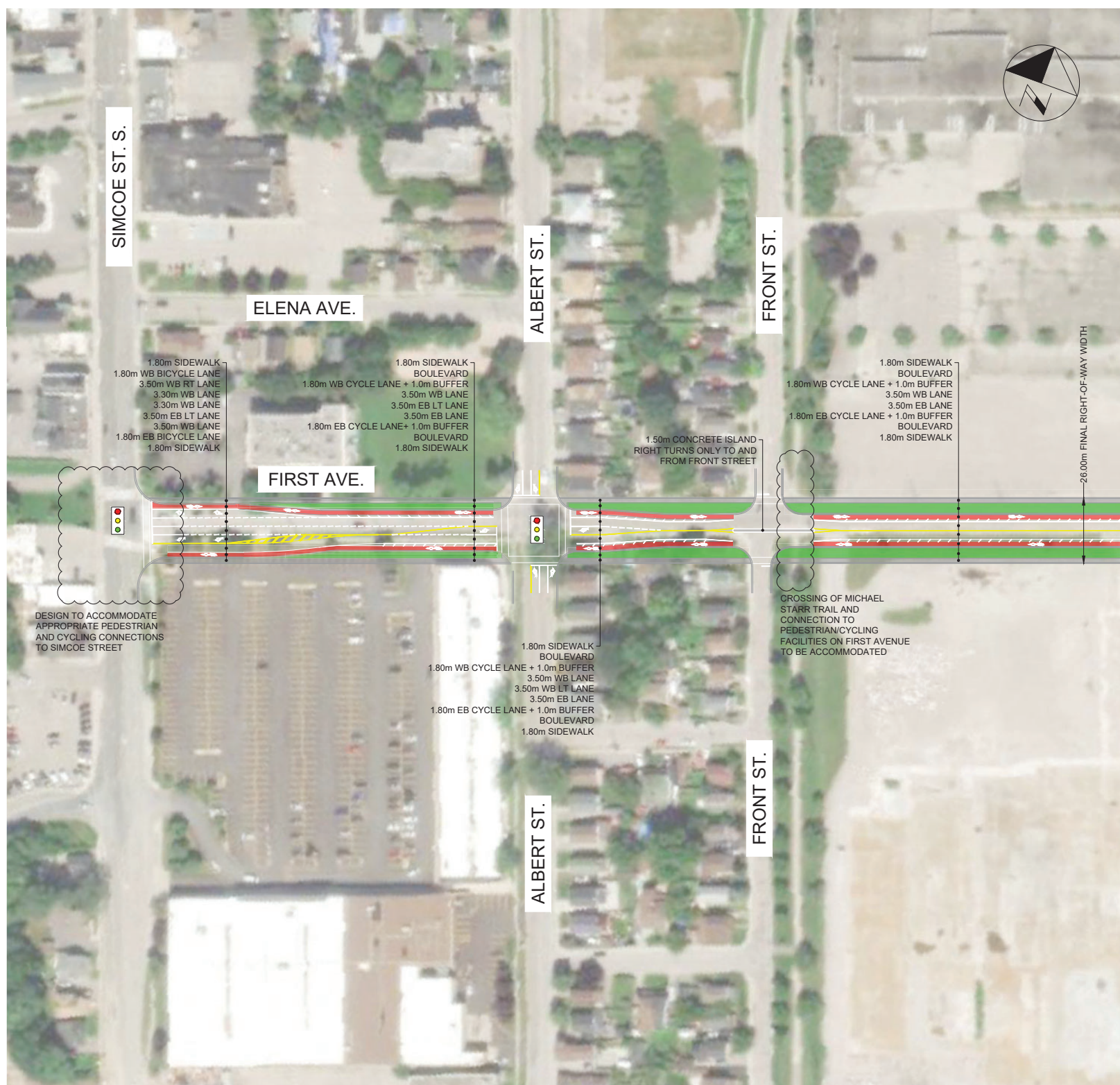
- **Defining Preliminary Land Use Designations** – including uses that will be described as part of a future Official Plan Update
- **Residential Mixed-Use Focus** – further defines the different types of mixed-use designations
- **Establishing Growth Targets** – through changing development practices of compact development and revised modal split over time

Legend

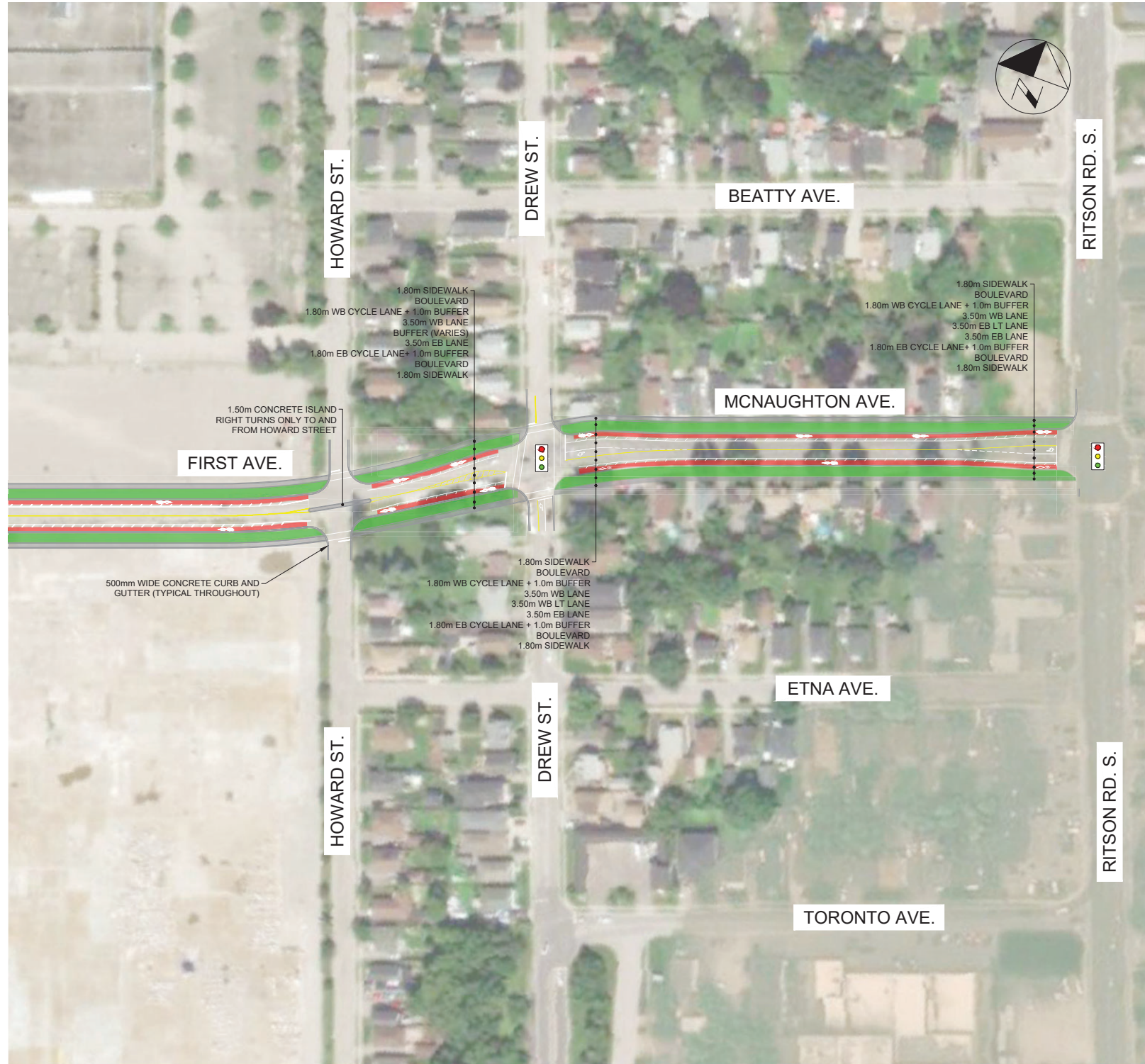
- Net Ppl./ha
- < 150
 - 150 - 300
 - 300 - 600
 - 600 - 800
 - > 800
- Low Density Residential
 - Medium Density I Residential
 - Medium Density II Residential Mixed-use
 - High Density I Residential Mixed-use
 - High Density II Residential Mixed-use
 - Natural Heritage
 - Neighbourhood Parks
 - Community Parks
 - Linear Parks
 - Linear Park Expansion
 - Michael Starr Trail Linkage
 - Park Contribution Area
 - Utility Lands
 - Rail Lands
 - Downtown Corridor Extension Area
 - Active Transportation Linkage Active
 - Non-vehicle Linkages



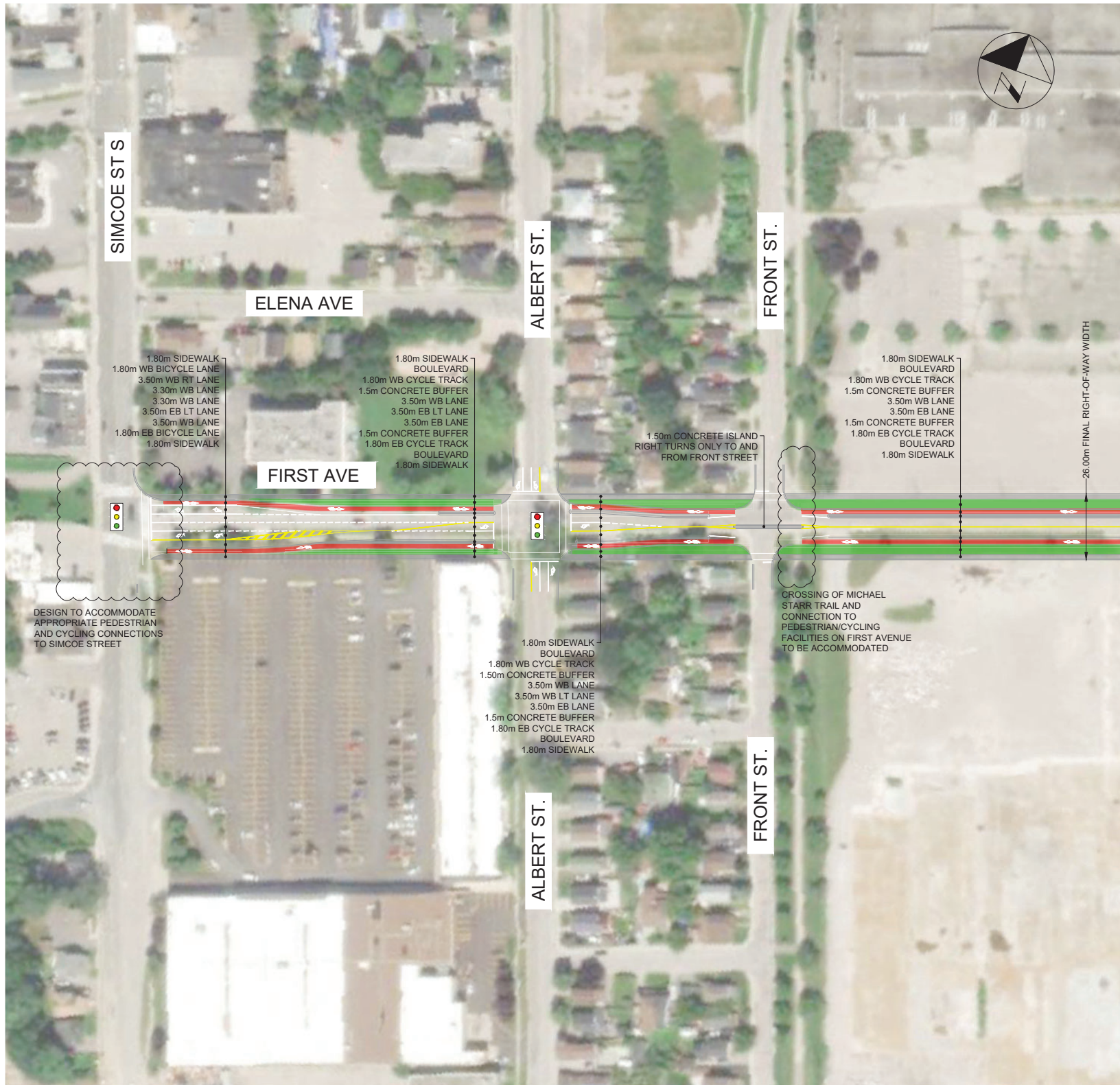
Design Concept Number 1 - On Road Bike Path Simcoe Street South to Front Street



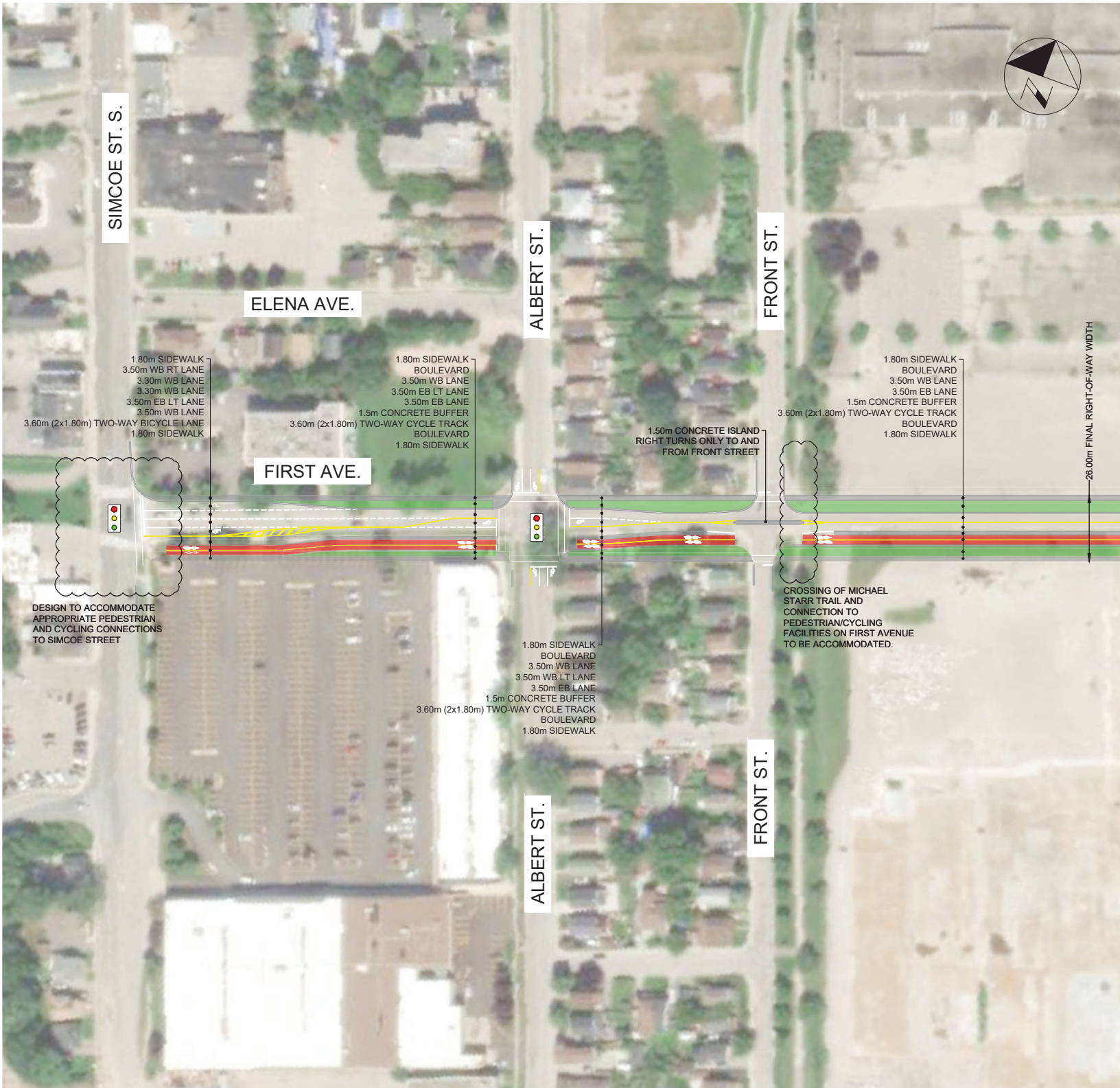
Design Concept Number 1 - On Road Bike Path Howard Street to Ritson Road South



Design Concept Number 2 - One Way Cycle Track Simcoe Street South to Front Street



Design Concept Number 3 - Two Way Cycle Track Simcoe Street South to Front Street



Design Concept Number 3 - Two Way Cycle Track Howard Street to Ritson Road South

